

To-day's
Advertisements.

TREASURY.

TENDERS FOR SPECIE, MEXICAN DOLLARS. Current in this Colony, and weighing 7.17, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Officer in Charge of H.M. Treasury Chest, until 11 A.M., on MONDAY, the 19th instant.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.

The Tenders to be in Duplicate and in sealed covers, addressed to the Officer in Charge of H.M. Treasury Chest, and endorsed "Tenders for Treasury Bills."

The right to accept or reject any or all of the Tenders is reserved.

E. H. GORGES, Colonel,
T. C. Officer, China.

Her Majesty's Treasury Office,
Queen's Road.

Hongkong, 15th March, 1900. [340b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Company's Steamship

"HAILONG,"

Captain Bathurst, will be despatched for the above Ports, on SATURDAY, the 17th instant, at 5 P.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.,

General Managers.

Hongkong, 15th March, 1900. [342b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

The Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched on THURSDAY, the 16th April, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

M.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 15th March, 1900. [343b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

The Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched as above on THURSDAY, the 16th April.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 15th March, 1900. [344b]

SHEWAN, TOMES & CO'S

"NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

The Steamship

"LOVSTAKKEN,"

Captain, will be despatched for the above Port on or about the 15th April.

For Freight, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 15th March, 1900. [349b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo, to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

The Steamship

"EASTERN,"

Captain Withrop, will be despatched as above on THURSDAY, the 16th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a fully qualified Surgeon are carried.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 15th March, 1900. [347b]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

The Company's Steamship

"YANGTSE,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 21st instant, at Noon will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 15th March, 1900. [341b]

To-day's
Advertisement.

THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

SHAREHOLDERS are hereby informed that at the ANNUAL GENERAL MEETING held in London recently, a FINAL DIVIDEND of 3% was declared on the Company's Preference Shares for the Six Months ending 31st December, 1899, making 6% in all. A DIVIDEND of 10% for the same year was also declared on the Company's Ordinary Shares with the addition of a BONUS of 2% per Share. DIVIDEND WARRANTS will be ready on the 21st instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 20th instant, both days inclusive.

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 15th March, 1900. [345b]

Intimation.

A. S. WATSON & Co.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A.—THORNE'S BLEND, Per case

of 1 dozen, White

Capsule \$10.80

B.—WATSON'S GLENORCHY

MELLOW BLEND, Blue

Capsule, with Name

and Trade Mark 10.80

C.—WATSON'S ADELOUR

GLENIVET, Red Cap-

sule, with name and

Trade Mark 12.00

D.—WATSON'S H.K.D. BLEND

OF THE FINEST SCOTCH

MALT WHISKIES, Vio-

let Capsule 14.40

E.—WATSON'S VERY OLD LI-

QUEUR SCOTCH WHISKY,

Gold Capsule 15.00

THORNE'S BLEND and WATSON'S

GLENORCHY are high class Soda

Whiskies, of greater age than most

brands in the market.

ADELOUR GLENIVET is a very old

Pot Still Whisky, (smoky) and could not

now be replaced in stock at the price.

D is well known for its fine

flavour.

E is of superb quality and pro-

nounced by leading local connois-

seurs to be the best brand in the

Hongkong market.

Small quantities are supplied at

proportionate wholesale rates.

A. S. WATSON & CO., LIMITED,

QUEEN'S ROAD CENTRAL.

MARRIAGE.

At Manila, on the 14th March, by the Rev.

Goodrich, GEORGE PHILIP LAMAR, of

Hongkong, to MARY ALICE LIDDELL, youngest

daughter of A. G. Aiken of Hongkong. [346b]

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 15, 1900.

NOTES AND COMMENTS.

From the telegrams which we publish to-

day it is easily to be seen that Presidents

KRUGER and STEYN, when they entered

upon the war with Great Britain, hoped to

gain much and were of opinion that they

could lose little, for it is evident that they

counted upon the intervention of some of

the European Powers should the fortune of

war turn against them, and now that it has

done so their disappointment must be im-

mense. Had they been content to allow

the outlanders the very moderate demands

put forward the two Republics might have

existed in South Africa for centuries, but, as

it is, they are doomed to be merged in the

British Empire and that through their own

fault and folly.

It may surprise some of our readers to

see that such small States as Belgium and

Switzerland have been appealed to by the

Boers to mediate, but there is nothing sur-

prising in the fact, for it is generally ad-

mitted that it is better to have a small

State mediate between two Powers than

a great one whose own aims and ambitions

might tend to prejudice matters in favour

of one or the other party. Switzerland has long

been chosen as the Court of Europe in

which international disputes which have been

referred to arbitration may be discussed and

settled, as witness the Geneva Convention

and the establishment of the International

wished to believe, a mere riddle; but splen-

did fighting men, well trained and inured

to the hardships of campaigning life by their

early training. Troops in fact, of whom any

nation might be proud. Another factor which

tends to keep the Powers quiet at the

present time, and no small one either,

is the fact that our fleet is not likely to be

unprepared. There are Powers in Europe

who doubtless would desire nothing better

than to step in at the present moment and

commence the general disruption of the

British Empire, the beginning of which not

a few affected to plainly see in the present

war, but unfortunately for them and luckily

for us, they are all like so many caged bears;

capable of infinite harm if allowed to escape,

but harmless so long as the bars of their

prisons remain intact. In this instance the

bars of their cages are represented by the

warships of Great Britain. We have no

frontier in Europe to guard and conse-

quently any attack which is to be made upon

us must be made by sea, and for this purpose

it would be necessary to obtain the command

of the sea, which, at present, we hold. An

army from one of the European Powers

certainly do us an immense amount of

damage if it could get at us, but its

transports would all be sent to the bottom

within half an hour of leaving port. This

the Powers happily appreciate and hence

their great forbearance. Perhaps there

might be a Power foolish enough to attempt

forceful intervention. France is spoiling

for a fight, but we fancy she would, in the

present state of Europe, fear to weaken

herself by attacking us with the possibility

of some other Power taking advantage of

her preoccupation to march across her

frontier. Now, indeed, is the moment

when Lord Salisbury's "splendid isolation"

becomes appreciated. We have so long

held aloof from entangling alliances

as the balance-wheel of the clock of Europe.

Take it away and the works go off with a

rush, while many of the wheels suffer in the

general whirl and break-up which must

inevitably follow.

As for the further progress of the war, we

have the assurance of the two Presidents

that they will persevere to the end if England

is resolved to destroy their independence.

This we fully believe. The two Presidents

may refuse to come to terms, but how about

the Burgers themselves? They will doubt-

less put up a brave fight, but now that

the tables have been turned upon

them, and they will be obliged to stand

all the horrors of a siege, it is

only too probable that to them the game will

appear to be not worth the candle. To the

younger generation of Boers it must be plain

that life under British rule is anything but

insupportable and it will be for them to end

the war by laying down their arms with a

good grace and submitting when the time

comes. President KRUGER and the older

leaders have not so much to lose. They can

not live for ever and it is but natural that

they should cling to their mistaken but

cherished ideals and attempt to stem the

steady flood of progress which is

sweeping forward with irresistible force. We

give them every credit for sincerity in their

belief that the old, simple, pastoral existence

is best, but nowadays one has to change

with the times and keep pace with the

onward march of civilization. It is simply a

case of the survival of the fittest. If Nature

decides that Presidents KRUGER and STEYN,

with their old-fashioned ideas are the fittest,

then they will triumph, but if on the other

hand, she decides against them, as un-

doubtedly she will, then they must go to

the wall. This is the problem which now

confronts the Presidents and it is for them to

choose between what appears to be evil for

themselves or evil for their people. We

trust that common-sense will prevail, for if

not the blood of their countrymen who must

</

dissolution of the partnerships or exclusion of him by the other partners before his death. See in this point the observations of Lord Chancellor Hatherley in *Burdick v. Garrick*, 5 Ch. App. at p. 241, and of Lord Colonsay in *Knox v. Gye*, 5 Eng. and Ir. App. at p. 677. I do not think, therefore, that the estate began to run during the lifetime of deceased.

Then it was said that by the operation of section 18 of the Probates Ordinance, 1897, by which it is enacted that "From and after the decease of any person dying intestate and until administration is granted in respect of his estate, the estate of such deceased person shall be vested in the Official Administrator," there was in existence a person, namely, the Official Administrator, who could, immediately on the death of the deceased, have sued for an account of his partnership dealings with the appellants, and therefore the practice began to run from his death. It is to be observed, however, that this enactment was not in operation at the time of the death of the deceased, and the corresponding enactment of Ordinance No. 8 of 1860, namely, section 39, vested the personal estate and effects of intestates not in the Official Administrator but in the Registrar of the Supreme Court. No right to apply for and obtain letters of administration was conferred upon the Registrar, and it was clearly contemplated by the Ordinance that such right should devolve either upon the Official Administrator or upon a private person. On inquiry I learn that the practice under section 39 of the Ordinance of 1860 was for the Registrar to take possession of the deceased intestate's property, and to hold it until the Official Administrator or some private person had taken out letters of administration. I am therefore of opinion that, upon the death of the deceased taking place, there was no person in existence in which the right to institute a suit for a partnership account on behalf of his estate was vested; and consequently that the statute did not begin to run on his death.

In the last place it was said that the case of *Monckton v. Payne* [1899] 29 B. 603, was a clear authority in favour of the appellants; that it was not consistent with *Murray v. The East India Company* and that the Court must choose between the two cases. *Monckton v. Payne* was tried by Lord Justice Smith, sitting as a Judge of the Queen's Bench Division without a jury. The facts in it were as follows: The lord of a manor was entitled to an arbitrary fine on the admittance of a tenant to copyhold. The fine was to be fixed, by the lord himself, but not to exceed two years' annual value of the copyhold. On the 5th April, 1892, the defendant was admitted a copyhold tenant of the manor. In February, 1898, the lord assessed the fine at the sum of £24, the lord was admitted to be a reasonable amount; and on the 2nd September, 1898, a demand for this amount was made on the defendant. The fine not having been paid, an action was brought to recover it, the writ being issued on the 13th April, 1899. The Statute of Limitations—3 and 4 Will. 4, c. 42, s. 3 (which was not in force at the time of the facts of the case) was pleaded in defence. On these facts the learned judge said that the plaintiff's contention amounted to this, that the plaintiff had power to postpone the operation of the statute as long as he chose, and that the period of limitation was not to begin to run in the tenant's favour until the lord had thought fit to make the assessment and demand, which he might postpone at his will for any length of time. But Lord Justice Smith refused to adopt this view, and held that in such a case the cause of action was the admittance, and the statute at once began to operate. Accordingly he gave judgment for the defendant.

This case of *Monckton v. Payne* is not really, in my opinion, in conflict with *Murray v. The East India Company*. It does not touch the general point decided in the latter case, that, in the case of the right of action in respect of an intestate's estate, the operation of the statutes of limitations is postponed until there is in existence a representative of the estate, capable of asserting the right. It merely affirmed that, in the particular circumstances of the case, the lord of the manor, a person in existence and capable of asserting that right, could not by his own act be allowed to defeat the operation of the statutes on that right.

Two other observations to the same effect on this point may be made. One is that in *Monckton v. Payne* the case of *Murray v. The East India Company* was not referred to either in the arguments or in the judgment. The other is that it is not easy to see how a considered judgment of the Court of King's Bench can be regarded as having been impliedly overruled or affected by the decision of a Judge, however distinguished, sitting alone for the trial of causes.

I am therefore of opinion that the case of *Monckton v. Payne* is not an authority for the decision of the present case.

During the argument and in the course of my reflection on the case, I have been a good deal impressed with the inconvenience attending upon the making of a claim, as in the present instance, after the lapse of so long a time as more than 18 years. But I can find no authority for holding that the duty of taking out letters of administration at an earlier time was cast upon the respondent or any one else, and the result of some of the cases to which reference has been made seems to be that a right which arises upon or after the death of a person intestate may be kept alive for an indefinite period by the fact that no one takes out letters of administration. See *Darby and Bousquet's Statutes of Limitations*, p. 338. In *The East India Company v. Murray*, p. 241, the right of action arose in 1778, and letters of administration were not taken out until 1816.

For these reasons I come to the conclusion that the learned Judge was right in holding that the case of *Murray v. The East India Company* is decisive of the present case, and that the judgment should be affirmed and this appeal dismissed, with costs.

The Justice Judge concurred.

Mr. Francis objected to the judgment as if it were one in Common Law and not as if it were in Equity.

His Lordship remarked that he had taken into consideration that it was a case in Equity.

STRAY DOGS.

The Acting Captain Superintendent of Police reported to the Sanitary Board the method adopted by the Police authorities with regard to stray dogs.

"All dogs seen by police, wandering without an owner and without collar and badge, are seized and taken to the pound at West Point. If not claimed or ransomed within 3 days they are destroyed. During the past two months 25 such dogs have been impounded of these 14 were 'unclaimed' and destroyed, one died in pound and the rest were claimed by owners or ransomed. Besides these four stray dogs were shot on the race course."

(Ed.) J. J. BADDELEY.

Hongkong, February 28th, 1900.

Mr. J. McKie inquired.

Surely there must have been more than 25 such dogs seen by the Police in two months.

Dr. W. Hartigan.—I have seen more than the number mentioned in a week.

Mr. J. J. Baddeley.—More energetic Police action against strays and owners of dogs is evidently required.

INCREASE OF SANITARY STAFF.

The following letter from the Acting Colonial Secretary has been circulated among the members of the Sanitary Board:—

March 13th, 1900.

Sir,—In continuation of my letter No. 360 of the 9th inst., and in reply to your letter No. 40 of the 12th idem, I am directed to inform you that the Secretary of State has sanctioned the appointment of the present temporary clerk to the permanent establishment.

(Sd.) F. H. MAY.

INDIAN FAMINE RELIEF FUND.

The Hon. Treasurer, Sir T. Jackson, begs to acknowledge with thanks receipt of the following contributions to be above Fund.

Already Acknowledged	\$22,874.50
Ho Tung	1,000
Hongkong Land Investment and Agency Co., Ltd.	500
Reuter Brockleman	250
China Traders' Insurance Co., Ltd.	250
W. R. Loxley & Co.	200
Jensen & Co.	200
Admiral Sir E. H. Seymour, R.C.B.	100
Ho Fook	100
J. R. Michael	100
Dennis & Bowley	100
R. S. "Faiho"	60
C. V. Brennan	50
D. E. Brown	50
Rev. R. F. Hobbold	50
Sir John Carrington, C.M.G.	50
J. Orange	50
Dr. W. Hartigan	50
E. S. Wheeler	50
B. Layton	50
W. A. Fison	50
J. R. Brazier	50
H. O. Seaton	25
R. A. Cubby	25
M. H. Michael	25
A. H. H.	25
M. H. Kapadia & Co.	25
R. S. Mogra	25
M. F.	25
F. B. L. Bowley	25
Dr. Bateson Wright	25
R. C.	20
A. J. Hamilton Smythe	10
W. H. Wallace	10
J. A. R.	10
Ernst Arndt	10
Thos. Jacob, Esq. to @ 147	6.80
"Lohengrin"	5
C. Wilcockson	5
R. D. Vania	5
Pakhoi contributions:	
Right Rev. Bishop Burdon	50
Perry & Co.	50
N. Perkins	50
E. B. Beauchamp	50
Arte de Motte	50
E. G. Horler	50
Viribus Unitis	50
S. B. Thompson	50
Ding Tien Tsao	50
F. Belin	50
M. Johnson	50
A. Schomburg & Co.	50
Chinese	70
G. Smith Ryland, Esq. at 1114	255.32
Hongkong and Kowloon Wharf & Godown Co., Limited	250
"The Star" Ferry Co., Limited	100
E. W. Rutter	50
Hon. W. M. Goodman	50
H. N. Cooper	25
J. S. Eickel	25
W. Taylor	25
T. I. Rose	20
Rev. F. T. Johnston	20
D. Ollia	10

Total \$23,669.82

A first instalment of Rs. 30,000,—has been remitted to the Viceroy of India to-day for account of the Famine Fund.

APPLICATION FOR PERMISSION TO ERECT GODOWNS.

The following application for permission to erect two godowns has been circulated among the members of the Sanitary Board:—

Dear Sir,—Herewith we send plan for the proposed rebuilding of 2 godowns in Hing Lung Lane, M. lot No. 186. These godowns were recently burnt down, and the owner Mr. Yee Fook wishes to rebuild them exactly the same as they were before and to correspond with the adjoining godown.

The plan has been returned to us by the Hon. the Director of Public Works, who points out that it does not comply with Sec. 12, Clause (b) of Ordinance 15/1894 which enacts that in a lane less than 15 feet wide, the height of the building to underside of eaves shall not exceed 25 feet. Your Board, however, in the next but one paragraph have the power to authorize a departure from the above rule. We shall therefore be obliged if you will obtain their sanction in this case to the buildings being re-erected to the same height as before shown on plan. These buildings are not intended to be used as tenements, they are godowns, the adjoining buildings and also those in front of them are godowns and we think the departure from the rule may safely be allowed without fear of detriment to the public health.

(Sd.) PALMER & TURNER.

The M. O. H. inquired.

I think the Board might grant exemption in the case. The building is only to be 25 feet higher than allowed by the Ordinance and so long as it is used as a godown only, no detriment to the public health will accrue.

THE CAMPHOR MONOPOLY IN FORMOSA.

The competition for the camphor monopoly in Formosa promises to be very keen. It is stated that the Okura Company, the Mitsui Company, the Sanetomo House, Mr. Otani, the Kwansei Boyeki Kaisha, Messrs. Jardine Matheson and Company, Messrs. Samuel, Fraser, and others are among the rival bidders. A remarkable contemporary notes that of the six million catties of camphor produced in the world, Formosa produces 5 millions. In Java, Sumatra, Borneo, and Japan the exhaustion of the supply is in sight, whereas in Formosa there is an ample supply for the next 80 years, and since 50 years' suffice to bring a camphor tree to maturity, Formosa may be regarded as a perennial mine; judicious planting is also required. The value of the monopoly is therefore likely to be very great to the person who is fortunate enough to secure it.—*Japan Mail*.

DINNER TO DR. MORRISON.

Mr. Yano, formerly the Japanese Minister at Peking, was entertained Dr. Morrison, the Times correspondent at Peking, who recently arrived in Tokyo, and a number of other gentlemen, at a dinner in the Maple Club at Shing Park on the afternoon of the 7th inst.

THE "TAMBA MARU" CASE.

In the Yokohama Chihō Saibansho on 9th inst. before Judge Sato and Assistant Judges Odamura and Shinagawa, the appeal of Umeseko Toyomatsu, quartermaster of the *Tamba Maru*, against his conviction on a charge of biting Mr. Kent, late fourth officer of the same steamer, was heard. The Procurator asked for confirmation of the sentence of five days' detention. Judgment was reserved until the 9th instant.

THE "PANDORA."

At a time when all the Powers are designing cruisers of 23-knot speed the floating of the *Pandora*, after being two years under construction at Portsmouth, does not inspire much enthusiasm, for at the best she can only be a 20-knot vessel. She draws six inches more than the Japanese *Takabako*, though the respective displacements are 2,200 and 4,100 tons. Thus, if the *Pandora* cannot enter shall water, if they are wet, boats in a heavy sea-way, and have a 20-knot speed against the Japanese ships' 23, it is difficult to discover what special advantages they offer. In point of armament the disparity tells even more seriously against us, for while the *Pandora* carries eight 4-inch and eight 3-pounder quick-firing guns, the *Takabako* mounts two 8 inch, ten 4.7-inch, twelve 12-pounder, and six 21-pounder quick-firing guns. And whereas the English ship has bunker capacity for 250 tons, the Japanese vessel can stow 800 tons. Theoretically the *Pandora* ought to be an immeasurably superior sea boat to the *Takabako*, but experience with the *Pelorus* class has not done much to support the theory.

THE "SHIKISHIMA."

It was originally intended that the gun trials of the *Shikishima*, says a home contemporary, should be carried out under the supervision of the experimental staff of the *Excellent*, but in order to obviate the least chance of political misunderstanding, this arrangement was cancelled by the Admiralty at the last moment, and the trials were, therefore, conducted by the Japanese officers and the *Excellent* staff. The *Shikishima* mounts 12-inch and 6-inch guns, and therefore some of the mounting was felt at the *Excellent* staff not being allowed to witness the Japanese trials. The mounting consists of a revolving central ammunition trunk, the shield, turntable, and trunk revolving together, while the special feature of the mounting is that it enables the gun to be loaded direct from the shell-room and magazine at any angle of training. The *Shikishima* is the first ship with the revolving trunk that has gone through her trials.

RIOT IN KOREA.

Two thousand Korean rioters are said to have attacked a party of Japanese at Chuk-san in Kyung-wukdo, Korea. Two of the Japanese were wounded and two are missing. The details are not yet reported.

THE JAPANESE NAVAL MANOEUVRES.

The naval manoeuvres, which commence at the close of this month, are evidently to be on an unprecedented scale. Every available ship is to take part in them, and we read that all operations connected with mobilization will be carefully performed, even the dockyards being required to muster all hands and engage in repair-work day and night. It is expected that the whole affair will last about a month, but the Authorities have decided that newspaper correspondents and the public in general shall be excluded.—*Japan Mail*.

UNLICENSED PILOTAGE.

AN IMPORTANT CASE.

The *Atsugi Shinbun*, a paper published at Sumatani, Awa, reports that since an Englishman, who had an office at Sabi, Yura, Awa, for many years, and was employed as a pilot of foreign vessels, had left, there had been no licensed pilot to conduct foreign vessels through the Kii Channel. A Japanese named Shimazaki Otokichi, a resident of Yura, who had learnt pilotage under this Englishman, has been piloting foreign vessels without obtaining a licence, and recently the Mayor of Yura laid an information with the authorities against him. On the 9th ult., Shimazaki was ordered to pay a fine of ¥100 in the Sumoto Ku Saibansho.

Presumably this decides the point as to whether pilots if unlicensed may continue to practice, their calling. Pilotage is not compulsory in Japan, however, so it might have been thought that the master of a vessel would have had full liberty to take any one he pleased to assist him in navigating his vessel. The present case seems an especially hard one. There being no pilot available, a shipmaster must now take the risk of bringing his vessel through the Kii Channel himself, as no one will lend him assistance is liable to a fine. The matter ought to be looked into by the Communications Department without delay.

THE BRITISH REPRESENTATIVE IN SOUL.

A singular story is published to the effect that the King of Korea has refused to grant an audience to the British Representative, on the ground that the latter behaved rudely at a recent audience when discussing the affairs of the Ugeun mine, and that the Korean Government had asked for his recall. The news-mongers are coming out. They are preparing to pervert into a pretty sensational incident the ordinary event of Mr. Jordan's return to England on eighteen months' furlough, a well-earned rest.—*Japan Mail*.

THE EAST CHINA RAILWAY.

A JAPANESE CRITICISM.

Captain Morita, a military attaché in the Japanese Legation, who has been travelling in Manchuria since September last, returned to Peking recently, after completing an inspection of Kihm, the Amur river and Liaoyang. He reports that work on the railway in Manchuria by the Russians was suspended in the winter time. The line was already finished in parts, but the work was done very carelessly, and travelling on the line in some parts was dangerous in the extreme. He had travelled by the East China Railway, which was already completed from Yingking (Newchwang) to Port Arthur. The rails were laid and materials were being daily transported, but the line has not been opened for passenger or goods traffic. Captain Morita was told by Russians that the line would be opened to the public from Port Arthur to Fengtien (Mukden) by way of Newchwang and Haiching, in eighteen months. A section of the line has been laid temporarily, but travelling on it was extremely dangerous, owing to the steepness of the gradients, which in some cases were followed by sharp curves. One section was particularly finished, and it was somewhat stronger and better, but Captain Morita comes to the conclusion that the line on the whole is badly constructed and will not compare with the line in Japan.—*Koku Choninshi*.

LAND OWNERSHIP IN FORMOSA.

A notification has been issued to the effect that land in the possession of Formosan aborigines may not be acquired by any outsider, Japanese subject or other, without the special permission of the Governor-General under pain of fine and imprisonment. This veto is necessitated by the habits of the aborigines. They have no idea of settling on a farm, their custom being to cultivate a plot of land so long as it suits their convenience or their fancy, and then to transfer their labour to some other district. The consequence is that tracts of land change hands for some paltry consideration, and it appears that designing persons have been taking advantage of this peculiarity to get possession of large areas.

AND GREAT BRITAIN.

A Tokyo newspaper publishes a statement that at the New Year's Audience in Peking on the 2nd of February not a single member of the British Legation put in an appearance. This very conspicuous abstention was attributed to the action of the Chinese Government in giving to a Belgian syndicate a railway concession previously promised to a combined Anglo-Italian syndicate. It is suggested that the reverses experienced by the British arms in South Africa have inspired a feeling of contempt for England among the Chinese, and that they are disposed now to flout her, not being without incitement from other quarters to do so. That is not unlikely. It is much easier, to lose prestige than to gain it, but China is scarcely in a position to presume upon England's temporary difficulties.

GOLD MINING IN HOKKAIDO.

More or less sensational accounts, continue to be published about the gold fields of Hokkaido. It is impossible to form any accurate idea of the area of the auriferous district, some authorities representing it as very large and others putting it at about five thousand acres. A new deposit is said to have been discovered at the Hiya River, some 70 miles north-west of Hakodate, but the ore, being mixed with large quantities of iron, is not easy to take out. It does not appear that any efficient system of control has yet been introduced; about 200 persons are engaged in the work without any permits. There is talk of a new machine invented by an American named Scott and improved by a Japanese named Asakura. It has been patented, and great things are expected from it.—*Japan Mail*.

A CURIOUS CHARITY AT WOTTON.

One of the most curious charities in Surrey has just been distributed in the village of Wotton. In 1718 a resident named William Glanville died, leaving a will which directed that he should be buried in the churchyard "sixtyards underground," and that 40s. apiece should be paid annually to five poor boys of the parish, who, on the anniversary of his death, with their hands laid on his grave, should repeat by heart the Lord's Prayer, the Creed, and the Commandments, read 1 Cor. XV, and write two verses of the chapter. Later the number of boys participating in the charity has been increased from five to seven. This year sixteen boys offered to compete, but only eleven attended. The first seven were successful, and the unsuccessful boys were each presented with half a crown, while the five non-competitors received two shillings each.

SHIPPING REPORTS.

Captain Walker, of the steamship *Ormesan*, from Moll reports:—Gales and high seas left entering Formosa Channel, calms and thick haze since.

Captain H. Bathurst, of the steamship *Hailong*, from Swatow, reports:—Light variable winds and hazy. Vessels in Swatow on the 14th inst.—*Kalgan, Pechili* and *Phranang*.

Captain H. L. Allen, of the steamship *Yangtze*, from Glasgow, Liverpool and Barry, reports:—Strong monsoon and heavy sea from Annam Islands to 300 of pool, thence fine weather.

Captain Major, of the steamship *Mongkut*, from Bangkok, reports:—Left Bangkok via Koh-si-chang on March 3th. March 7th, left Koh-si-chang: experienced light to moderate southerly and southeasterly breeze with smooth sea and hazy weather. March 9th, rounded Pulo Obi and experienced fresh monsoon with high sea, fine and clear weather to Lat. 12° 38' N. Long. 105° 25' E; thence to port moderate and light northerly and north-easterly winds with heavy northerly swell, light squalls, dull and cloudy weather. On 13th inst., spoke barque *Mobile Bay*, of Glasgow, steering North in Lat. 18° 40' N. and Long. 111° 37' E.

NOTANDA.

CALENDAR.

MARCH.	
Meteorological means based on ten years' observations to 1893.	
Barometer.....	30.14
Thermometer.....	57.3
Humidity.....	79.0
Rainfall.....	1.76
TO-DAY.	
WEATHER REPORT.	
Barometer.....	30.02 29.95
Temperature.....	68 63
Humidity.....	85 94
Rainfall.....	

TO-DAY.

Thursday, 15th March, 1900.

Chinese—15th of 2nd moon of 26th year of Kwang-shi.

Sun—Rises..... 6hr. 20min.

Sets..... 6hr. 50min.

Noon—In Apogee 6hr. a.m.

High water—Morning..... 10hr. 45min.

Afternoon..... 10hr. 45min.

Low water—Morning..... 4hr. 25min.

Afternoon..... 4hr. 25min.

ANNIVERSARIES.

1849—Cardinal Merlot died.

1865—Governor Sir H. Robinson left Hongkong for Ceylon.

1868—Sir Henry Ross died.

1899—Italian demand finally refused by China.

1899—Grand Central Railway (England) opened for traffic.

TO-MORROW.

Friday, 16th March, 1900.

Chinese—16th of 2nd moon of 26th year of Kwang-shi.

Sun—Rises..... 6hr. 20min.

Sets..... 6hr. 50min.

Noon—In Equator 2hr. a.m.

Noon—Full Moon 3hr. 25min. a.m.

High water—Morning..... 10hr. 45min.

Afternoon..... 10hr. 45min.

Low water—Morning..... 4hr. 25min.

Afternoon..... 4hr. 25min.

ANNIVERSARIES.

1521—Magellan reached the Ladrone Islands.

1841—Fate and Dutch Folly forts captured.

1861—Duchess of Kent, the Queen's mother, died.

1866—Chinese Envoy Ping and suit left Shanghai for Europe.

1876—H.M. the Queen created Empress of India.

1881—Cremation of the late Queen of Siam at Bangkok.

AGENDA.

TO-DAY.

Cargo ex *Kennore* subject to rent.

H.K.V.C. ORDERS.

5-7 p.m.—"A" & "B" & "C" Co., Examination of Corporals, Bombardiers and other members of Corps.

TO-MORROW.

8.30 for 9 p.m.—Regular Meeting of the Perseverance Lodge.

Noon—P. M. S. Co's steamer *Alcoa*, leaves for San Francisco etc.

5 for 8.30 p.m.—An Emergency Meeting of the Victoria Preceptory, at Freemasons' Hall.

C. N. steamer *Kewyung* leaves for Tientsin.

H.K.V.C. ORDERS.

5-7 p.m.—F. B. Co., Examination of Corporals, Bombardiers and other members of Corps.

5 p.m.—F. B. Co.—Company Drill at Headquarters, under the Adjutant.

5-30 p.m.—"A" & "B" & "C" Co., Squad Drill at Headquarters.

"D" Infantry Co., Squad Drill at Headquarters.

SATURDAY, 17th.

(St. Patrick's Day.)

Noon—P. & O. steamer *Coromandel* leaves for London.

Noon—First Ordinary Annual Meeting of Shareholders of Messrs. Watkins, Ltd. at the Company's Office.

Cargo ex *Glenarthy* subject to rent.

(About N. P. S. Co's steamer *Goodwin* leaves for Victoria R.C.

Cargo ex *McPherson* subject to rent.

H.K.V.C. ORDERS.

Commandant's Parade on Polo Ground Causeway, Bay, for all Units.

2.10 p.m.—Launch will leave Kowloon Docks, with Kowloon Dock Detachment.

TUESDAY, 20th.

2.30 p.m.—Public Auction sale of Household Furniture etc. at No. 5 & 7 Zeland Street, by Mr. V. I. Remedios.

3 p.m.—D. S. Co's steamer *Arratoon* leaves for the Straits.

C. M. steamer *Sungking* leaves for Manila.

Cargo ex *Bingo Maru* subject to rent.

O. S. Co's steamer *Catchas* leaves for London via Suez Canal.

Daylight—T. K. K. steamer *Nippon Maru* leaves for San Francisco via Inland Sea of Japan and Honolulu.

Cargo ex *Frantz Ferdinand* subject to rent.

WEDNESDAY, 21st.

Noon—I. G. M. steamer *Stuttgart* leaves for Europe.

9 p.m.—Mr. Henry Dallas' Company, "The Geisha" at the City Hall.

THURSDAY, 22nd.

Noon—First annual General Meeting of shareholders of the Queen Mines, Ltd.

SHIPPING AND MAIL-NEWS.

MAILED DUE.

English (*Massilia*) to-morrow.

American (*City of Rio de Janeiro*) 20th inst.

Canadian (*Empress of China*) 20th inst.

German (*Stuttgart*) 20th inst.

Indian (*Chelidra*) 20th inst.

German (*Weimar*) 22nd inst.

American (*Coptic*) 26th inst.

American (*America Maru*) 4th prox.

Tacoma (*Sikh*) 5th prox.

The steamer *Sihira*, from Hamburg left Singapore for this port on the 14th inst. and may be expected here on or about the 20th inst.

The steamer *Saint Irene*, sailed from Portland out the 13th for Japan and Hongkong, 13th March. The *Sikh* ex *Tacoma*, arrived in New York on the 13th March.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China*, left Kobe to-day (the 15th inst.), for Shanghai, where she is due to arrive on the morning

Intimations.

WATKINS, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, Queen's Road, at NOON, on SATURDAY, the 17th instant, for the purpose of receiving the Report of the General Managers, with a Statement of Accounts to 31st December, 1899.

THE TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 17th instant, both days inclusive.

G. A. WATKINS,

General Managers.

Hongkong, 5th March, 1900. [283b]

HONGKONG CRICKET CLUB.

AN EXTRAORDINARY GENERAL MEETING will be held in the PAVILION, on FRIDAY, the 23rd March, at 5.30 P.M. BUSINESS—Raising in the Ground.

JAMES A. LOWSON,

Hon. Sec.

Hongkong, 14th March, 1900. [333b]

THE CHINA AND MANILA STEAMSHIP COMPANY LIMITED.

THE SEVENTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS.

THE SEVENTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on SATURDAY, the 17th March, 1900, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1899, declaring a Dividend and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th instant, both days inclusive.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 8th March, 1900. [303b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, on TUESDAY, the 27th day of March, at NOON, for the purpose of confirming the following Special Resolution which was passed at the Extraordinary General Meeting of Shareholders on the 7th instant:

SPECIAL RESOLUTION.

That the Profits accrued to the Company from the issue of a Premium of the New Shares in the Company, authorized to be issued by the Special Resolution passed on the 6th, and confirmed on the 23rd day of April, 1899, amounting to the sum of \$1,250,000, and which was then carried, and is now standing, to the Credit of the Reserve Fund in pursuance of such Special Resolution, be capitalized and be applied in part payment of the CALL of \$50 per Share on all the Shares in the Company, to be made by the Board.

By Order of the Board,

A. SHELTON HOOPER,

Secretary.

Hongkong, 7th March, 1900. [297b]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th March, 1900, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1899, and the Report of the Directors, and to discuss any Matter that may be competently brought before the Meeting.

THE TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th instant, both days inclusive.

By Order of the Board,

C. MOONEY,

Secretary.

Hongkong, 1st March, 1900. [270b]

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong Hotel Company, Limited, will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th day of March, 1900, at 12.15 P.M.

To consider and if thought fit approve the draft New Regulations which will be submitted to the Meeting and in the event of the approval thereof with or without modifications or alterations.

To consider and if thought fit to pass a Resolution to the effect "that the New Regulations already approved by the Chairman of the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved and that such Regulations be and the same are hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations thereof."

A copy of the proposed New Regulations may be seen at the Company's Office.

Should the above Resolution be passed by the required majority it will be submitted for confirmation at a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

Dated the 1st day of March, 1900.

By Order of the Board,

C. MOONEY,

Secretary.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on THURSDAY, the 29th March, at 3 P.M. for the purpose of receiving their Report with a Statement of Accounts, ending to the 31st December, 1899.

THE TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive.

JARDINE, MATHESON & CO.,

General Agents.

Hongkong, 9th March, 1900. [321b]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in a Statement of Business contributed during the Half Year ended 31st December, 1899, on or before the 21st March on which date the Account will be CLOSED.

By Order of the Board of Directors,

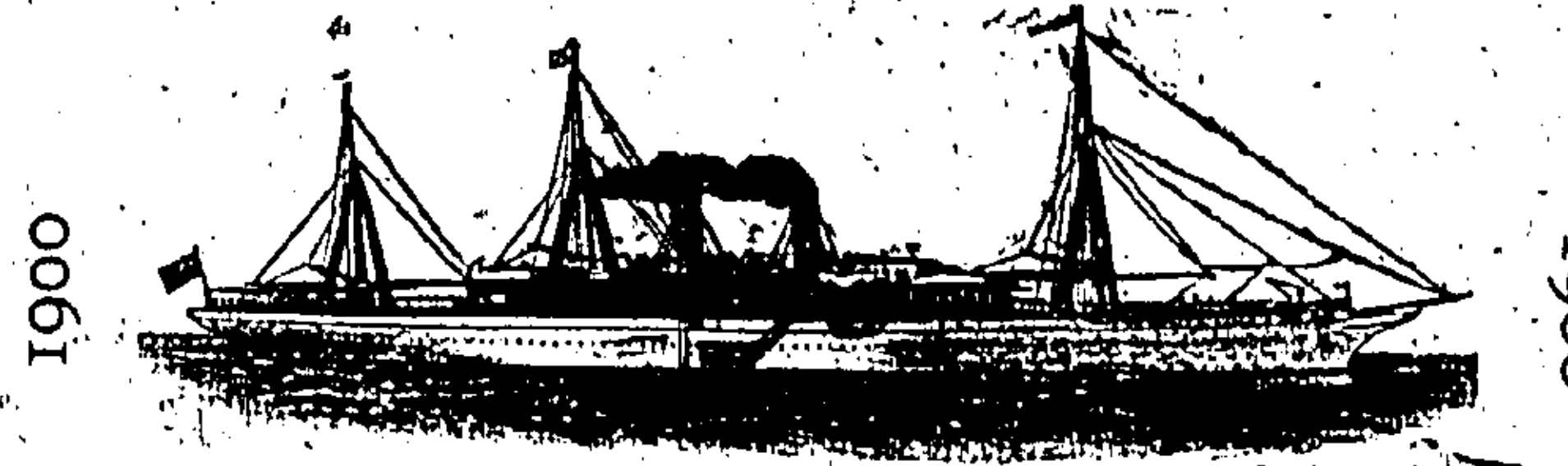
THOS. J. ROSE,

Secretary.

Hongkong, 1st March, 1900. [269b]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 4th April.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th April.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 16th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 14th March, 1900. [3]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KORE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Goodwin 1,421 | A. Jackson | Mar. 17

Olympia 2,337 | J. Truebridge | Mar. 31

SIR 2,747 | J. Rowley | April 14

Glenogle 3,750 | W. Frakes | April 24

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Braemar 1,361 | W. Watt | Mar. 24

Monmouthshire 1,874 | W. A. Evans | May 19

Braemar 1,361 | W. Watt | June 9

Monmouthshire 1,874 | W. A. Evans | Aug. 4

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47. Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK ROUTE. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Service.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 12th March, 1900. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Lady Joicey 3,406 | about | Mar. 31

THE Steamship

"LADY JOICEY,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA, and HONOLULU, on or about

SATURDAY, the 31st instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 13th March, 1900. [38]

Hongkong, 13th March, 1900.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 3rd March, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 5th April, at Noon.

Gaulle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 1st May, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Wednesday, 23rd May, at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 5th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th March, 1900. [5]

Hongkong, 13th March, 1900.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU.....J. W. VALE	KOBE and YOKOHAMA	SATURDAY, 17th March, at 4 P.M.
YAWATA MARU.....A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 24th March, at Noon.
SADO MARU.....W. Thompson	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	TUESDAY, 27th March, at Daylight.
KAGOSHIMA MARU.....R. Nunome	MOJI, KOBE and YOKOHAMA	TUESDAY, 27th March, at Noon.
HIROSHIMA MARU.....S. Yoshizawa	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 30th March, at Noon.
FUTAMI MARU.....J. Thom	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 30th March, at 4 P.M.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 14th March, 1900.

A. S. MIHARA,

Manager.

[6]

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



HAMBURG-AMERIKA LINIE.

(Freight Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SAVOIA.....Ager	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	20th March.	Freight and Passage.
*ASTORIA.....Hildebrandt	NEW YORK. (via SUEZ CANAL.)	24th March.	Freight.
*SAXONIA.....Krich	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	About 31st March.	Freight.
*HEIDELBERG.....Zachariae	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	About 6th April.	Freight and Passage.
*SIBIRIA.....Braun	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	About 20th April.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

[7]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 20th March, at Daylight.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 14th April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 8th May, at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 20th March, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th March, 1900. [6]

Hongkong, 7th March, 1900.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Alcoa (via Moji, Kobe, Inland Sea, Yokohama & Honolulu) Friday, 16th March, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 27th March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st April, at Noon.

